

2008 REGIONAL TRANSPORTATION PLAN

What is the 2008 Regional Transportation Plan (RTP)?

The Southern California Association of Governments' (SCAG) 2008 Regional Transportation Plan (RTP) is a 25-year plan that provides a vision for transportation investments in the SCAG region. Projects that are in the RTP become eligible for federal and state funding, and federal environmental clearance.

How will the 2008 RTP impact me?

The 2008 RTP, formally adopted by SCAG's Regional Council on May 8, 2008, provides long-range regional strategies that include new construction and improvements to the existing transportation system to enhance the movement of people and goods. It improves the quality of life in Southern California by planning for economic growth and by addressing our air quality challenges with environmentally friendly strategies and technologies.

Who developed the 2008 RTP?

Input and consensus are crucial when developing a plan that impacts the lives of over 18 million residents in America's largest region, covering six counties and nearly 200 cities. This RTP was developed through collaboration with SCAG's county transportation commissions, subregions, local governments, Caltrans, state and federal agencies, environmental and business groups, tribal governments, non-profit groups, the general public, and many others.

What areas are addressed by the 2008 RTP?

- Transportation Finance
- Air Quality Conformity
- Integrated Growth Forecast and Regional Land Use
- Highways and Arterials
- Public Transit
- Goods Movement
- Aviation and Airport Ground Access
- High-Speed Regional Transport
- Non-Motorized Transportation
- Transportation Safety and Security
- Environmental Justice
- Environmental Mitigation

HOW CAN I GET INVOLVED?

Visit www.scag.ca.gov/rtp2008 to:

- ❖ Download the 2008 RTP
- ❖ Request a presentation to your group
- ❖ Take our transportation survey
- ❖ See our calendar of upcoming meetings, workshops, and presentations

REGIONAL CHALLENGES

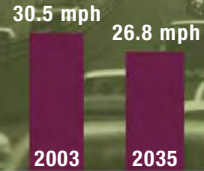
MORE PEOPLE

POPULATION



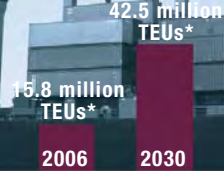
MORE CONGESTION

AVERAGE SPEED



MORE FREIGHT

SAN PEDRO BAY PORTS VOLUME



*Twenty-foot Equivalent Units

MORE TRUCKS

TRUCK TRAFFIC



PERCENT OF STATE HIGHWAYS NEEDING REHAB

28%

AGING INFRASTRUCTURE

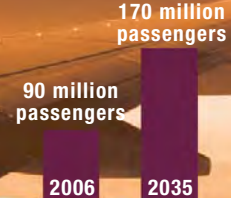
PERCENT OF AMERICANS EXPOSED* TO PM_{2.5}** WHO LIVE IN SCAG REGION

52%

*Above the federal standard
**Harmful diesel particulate matter

AIR QUALITY

AIR PASSENGERS



MORE AIR TRAVEL

POPULATION vs. GAS TAX REVENUES



FINANCE

REGIONAL STRATEGIES

MAINTENANCE & PRESERVATION



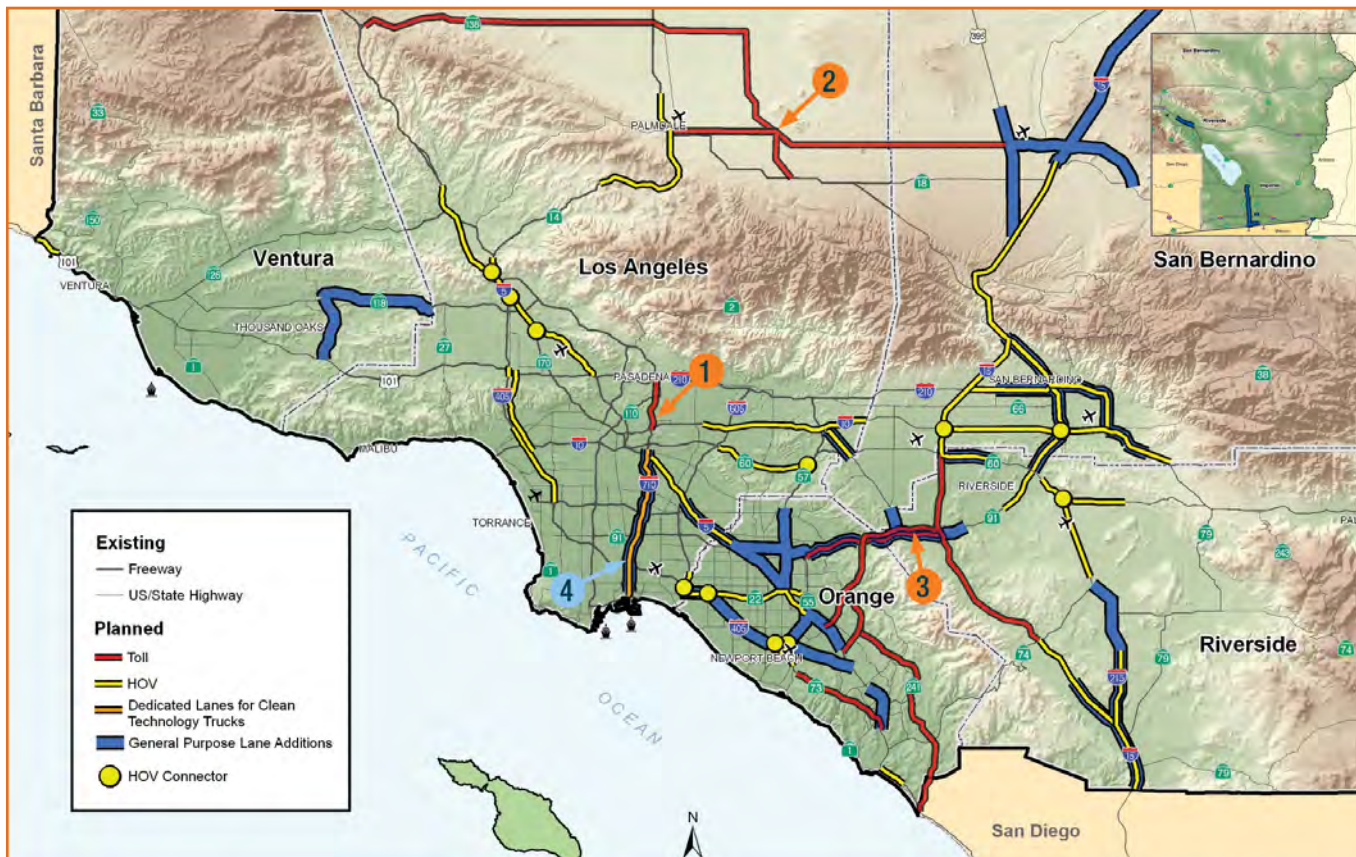
INTEGRATED LAND USE



TRAVEL DEMAND MANAGEMENT



MAXIMIZING PRODUCTIVITY



HIGHWAY

- 1 **SR-710 Gap Closure**
New tunnel to close the SR-710 gap from Valley Blvd. to California Blvd. and Pasadena Ave.
Cost: \$4.6 billion Year of Completion: 2020
- 2 **High-Desert Corridor**
New tolled freeway from I-5 to US-395
Cost: \$7.0 billion Year of Completion: 2030
- 3 **CETAP Corridor A**
New tolled freeway connecting Western Riverside County and Orange County
Cost: \$11.9 billion Year of Completion: 2035
- 4 **Dedicated Lanes for Clean Technology Trucks***
New lanes along I-710 from Long Beach to Intermodal Railroad Yards in Commerce/Vernon
Cost: \$8.2 billion Year of Completion: 2020

*Key Goods Movement Project

REGIONAL STRATEGIES

TRANSIT

5

High-Speed Regional Transport System—Freight Spur*

New freight system from Ports of LA/LB to Hobart Yard

Cost: \$17.9 billion Year of Completion: 2020

6

Metrolink Extensions in San Bernardino and Riverside Counties

New extensions on the San Bernardino Line from 4th St./Mt. Vernon to Redlands; and the Perris Valley Line from Riverside to Perris, Perris to San Jacinto, and Perris to Temecula

Cost: \$1.4 billion Year of Completion: All by 2030

7

Metro Rail Extensions—Gold, Green, and Purple Lines

New extensions of the Gold Line from Pasadena to Azusa-Citrus, Azusa-Citrus to Montclair; the Green Line to LAX; and the Purple Line from Wilshire/Western to La Cienega

Cost: \$3.8 billion Year of Completion: All by 2030

8

Metro Expo Line

New light rail line from Downtown LA to Culver City, and Culver City to Santa Monica

Cost: \$2.5 billion Year of Completion: Both phases by 2018

9

Orange County Bus Rapid Transit (BRT)

New BRT lines with signal priority from Brea Mall to the Irvine Transportation Center; on Harbor; Westminster/17th; Katella; Edinger; Beach; and La Palma

Cost: TBD Year of Completion: All lines by 2018

10

San Bernardino County Bus Rapid Transit (BRT)

New E Street Transit Corridor from San Bernardino to Loma Linda

Cost: \$253 million Year of Completion: 2018

11

Riverside County Bus Rapid Transit (BRT)

Moreno Valley BRT from Corona to Moreno Valley with signal priority and automated travel information at 15 bus stops; and new Coachella Valley BRT on Highway 111

Cost: \$22.7 million Year of Completion: 2018

12

High-Speed Regional Transport System—Passenger System

New high-speed system connecting LAX, West LA, LA Union Station, West Covina, Ontario Airport, and Anaheim for faster people movement and to support regional airport decentralization

Cost: \$33.1 billion Year of Completion: 2020



FINANCIAL STRATEGIES

The SCAG region is expected to generate \$411.4 billion in existing revenues through 2035 to invest in our multimodal transportation system. However, the projects and strategies identified in this Plan will cost \$531.5 billion. Major costs include capital projects such as new highways and new transit, operations and maintenance needs, and debt service.

As a result, Southern California faces a \$120.1 billion transportation funding shortfall. The Plan outlines new alternative funding sources and innovative financing strategies to bridge the gap. These include:

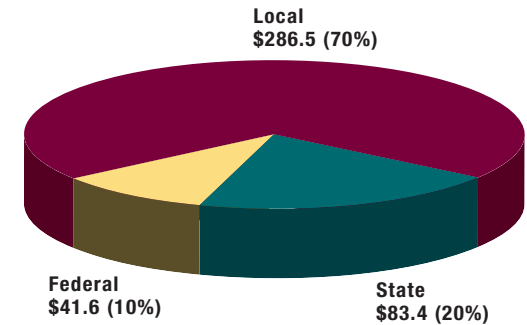
- **Value Capture Strategies:** These strategies refer to capturing the incremental increase in land value generated by transportation investments through the formation of special districts, joint development, and/or tax-increment financing.
- **Local Option Sales Tax Extensions:** Half-cent sales tax measure extension for Imperial County (existing Measure D expires in 2010).

■ **User Fees (Tolls, Container Fees, and Fares):** Toll revenues generated from the SR-710 tunnel, I-710 dedicated truck lanes, High Desert Corridor, and CETAP Corridor; charges imposed on container cargo moving through the Ports of LA/LB; fares generated from a High-Speed Regional Transport system.

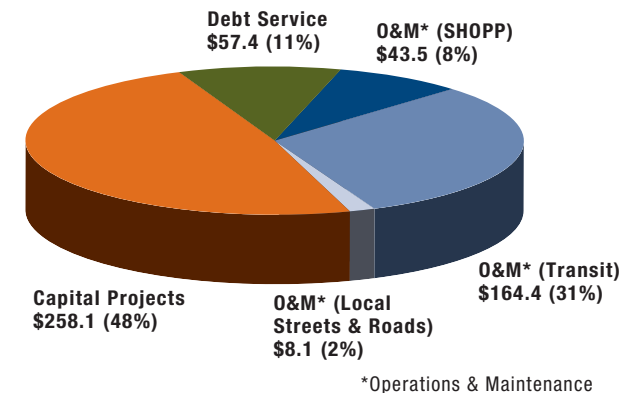
■ **State & Federal Gas Excise Tax Adjustment:** An additional ten cent per gallon gasoline tax imposed by the state and federal government starting in 2012 to maintain historical purchasing power.

■ **Private Equity Participation:** The 2008 RTP assumes a significant share of private capital to help finance the region's surface transportation needs. For a number of projects (mainly toll facilities) with strong cash flow generation potential, it is assumed that a public private partnership framework would be utilized for implementation.

REVENUES FROM EXISTING SOURCES: \$411.4 BILLION



EXPECTED COSTS: \$531.5 BILLION

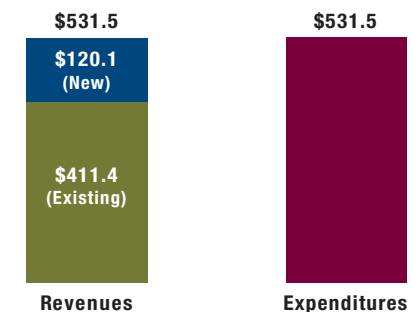


PLAN PERFORMANCE HIGHLIGHTS

(2035: Plan vs. No Plan)



FINANCIAL SUMMARY



Notes: All figures shown are in nominal dollars. Numbers may not add due to rounding.